

# Meeting Notes Memorandum



**Meeting Date:** May 9, 2016

**Subject:** Post Public Meeting  
B-4863 Harkers Island Bridge Replacements

**Location:** NCDOT Roadway Design Conference Room

**Attendees:** **NCDOT**

Michele James, PDEA  
Charles Cox, PDEA  
Rob Hanson, PDEA  
Anamika Laad, HES-PI  
Gary Lovering, Roadway  
Sam St.Clair, Roadway  
Maria Rogerson, Division 2 (via phone)

**Consultants**

Edith Peters, RS&H  
Radha Krishna Swayampakala, RS&H  
Jennifer Farino, RS&H  
Drew Morrow, RS&H

The purpose of this meeting was to review the public comments received during and after the Public Meeting on 3/14, and to evaluate which alternatives to carry forward for the CP 2 meeting in June.

➤ **Summary of Comments from Public**

- Edith presented the summary from comment cards regarding the preferred alternative
  - 50% of 46 responses stated Alternative 3 was the best option
  - 50% stated Alternative 4 was the best option
  - 77% of 47 responses stated Alternatives 1 & 2 were the worst options; likely due to impacts to beach access and boat landing resources
- Carteret County prefers Alternative 4, and provided a letter requesting Bridge No. 96 to remain in place and be turned over to the County to be used as a fishing pier
- Edith presented the functional cost estimates for each alternative, with Alt 3 being the least expensive and Alt 4 being the most expensive, as well as the construction budget for this project (\$26 Million)

➤ **Major Concerns/Questions from Public**

- A citizen concerned with the 45' vertical navigational clearance has filed a congressional inquiry
  - Michele and Edith coordinating with John Rouse to provide information as needed
  - Maria mentioned that commercial fishing vessels could lower their outriggers to pass under proposed bridge due to ample horizontal clearance
- Concerns about using alternate route around Browns Island and Harkers Island due to lack of dredging and shifting channel depths

- Existing drainage and erosion control issues at Janes Creek outlet and drain near Harkers Island Harbor
- Property owner requesting R/W impacts for all 4 alternatives before providing his comments and requested a copy of the archeological report
  - RS&H sent a copy of the archeological report
    - If data recovery was deemed necessary, it would occur during R/W negotiations
  - RS&H has calculated these impacts using 25' offset from the slope stake lines
  - NCDOT stated to wait until designs are refined and/or alternatives are reduced before providing this information to property owner; can send him snapshots of the alternatives as shown at the public meeting
- Is it feasible to leave Bridge No. 96 in place?
  - NOAA sent correspondence to Michele and Edith with concerns about relocating existing fishing pier. Edith will coordinate further.
  - On Bonner Bridge project, NOAA fisheries had concerns with fishing from existing bridge to be left in place due to snagging sea turtles; no resolution yet
  - Since the existing bridge rail does not meet the standard for pedestrians, it would have to be replaced
- Possibility of creating wetlands on fishing island by lowering existing roadway bed once traffic is shifted to new alignment
- RS&H suggests having a constructability meeting on-site after preferred alternative is selected

➤ **Discussion of Alternatives**

- Alternatives 1 & 2 are clearly least preferred by public
- Alternative 2 has constructability issues due to crossing existing road on center fishing island; it can be built, but costs and time would increase due to complexity
- Alternative 2 is better for utility and CAMA wetland impacts
- Alternative 3 is least expensive option, minimizes impacts to beach access and boat landing, and provides vehicular access to center fishing island
- Alternative 4 needs a plan B if relocating fishing pier on the center island does not work out
  - Option to build a new fishing pier in place of current Bridge No. 96 location
  - Look at revising alignment on mainland side to pull further away from existing bridge landing to provide more area for parking on existing roadway near boat ramp
- Alternative 4 is better for long term maintenance due to proposed structure being more elevated above water surface
- Look at revising Alternative 4 alignment on island side and extending proposed bridge end to reduce CAMA wetland impacts

➤ **Next Steps**

- RS&H to prepare draft package and presentation materials for CP 2 meeting tentatively scheduled for June 15<sup>th</sup>
  - No revisions to Alternative designs before CP 2 meeting with agencies
  - Goal is to eliminate Alternatives 1 & 2 and carry forward Alternatives 3 & 4 into preliminary design and then look at minimizing impacts
  - Provide a matrix of pros & cons for each Alternative
- Will not be able to combine CP 2 and 2A at June meeting; potential to combine CP 2A and 3 after refining the remaining Alternatives

**Action Items**

➤ **NCDOT**

- Maria to check for follow up on proposed life span of existing Bridge No. 96 piers
- PDEA to review and approve Task Order 3 for preliminary roadway design of a 2<sup>nd</sup> alternative

➤ **RS&H**

- Edith to send Maria information about drainage issue near Harkers Island Harbor to be forwarded to Division 2 maintenance personnel
- Confirm June 15<sup>th</sup> date is available for CP 2 meeting with Merger Team
- Send PDEA draft package and presentation material for CP 2 meeting by **date?**

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If any recipient of the meeting notes would like to add comments or feels a comment is erroneous or needs to be expanded, please feel free to contact Michele James by email at [mjames@ncdot.gov](mailto:mjames@ncdot.gov).

**Attachments:**

Meeting Agenda  
Public Comment Summary  
Letter from Carteret County Board of Commissioners  
Meeting Notes from Local Officials Meeting

**Copies to:**

Meeting Attendees